

Mr. Buckner, "did you follow his advice?"

"I did. I went to Sullivan County, remaining until Aug. 5. I called on Maas when I got back and asked him if I could open up. He said there was no chance then, and advised me to go to New Jersey. I went to Atlantic City and remained there until late in September, when I saw Maas again."

SAYS SKELLY NAMED PRICE FOR PROTECTION.

"He advised me to go uptown and suggested Manhattan avenue. I was looking through Manhattan avenue when I met Dr. Hamberger, Maas' cousin. Dr. Hamberger is physician to the houses from which Maas collects the trust houses. Wherever you are one of Maas' wagons back up that is a trust house."

"Dr. Hamberger asked me what I was doing uptown, and when I told him, said he would recommend me to Mr. Greenberger, the manager of the Maas & Sobel office, at No. 294 Manhattan avenue. I rented a flat in that house and moved in Oct. 1. I had a bed and couldn't send out letters and did little business for a week."

"Then Dr. Hamberger called and said he was sorry, but I would have to move; that there had been complaints against me. I told him all the tenants were of the same character as me. He told me I had better see Maas."

"I saw Maas and he told me to meet him Saturday night at One Hundred and Eighth street and Columbus avenue. He took me to an office where he had a bottle of liquor. An officer came along and was introduced by Wolf as Mr. Skelly. He asked if I wanted to keep an apartment. I didn't tell him I had already rented an apartment."

"What are you going to charge?" I asked Mr. Skelly.

"One hundred and fifty a month," he replied.

"Why, Mr. Skelly, I said, you might as well ask for the moon. I want a little flat of four or five rooms. I couldn't pay it."

"We're getting it in One Hundred and Fourth street," said Mr. Skelly.

"I told him I couldn't pay more than \$10 a month. He told me he wanted to talk to his partner, and said he would meet me at the uptown subway station at One Hundred and Tenth street at noon on Monday. I met him, but in the meantime I had been advised by Maas to offer him \$25 down and \$25 in two weeks, and to agree to pay \$50 a month."

"Skelly said this would be agreeable. I handed him \$25. He told me I wouldn't see him again—that old Wolf would be collecting. He asked me where I was going to locate. I told him I had rented a flat at No. 223 West One Hundred and Ninth street. He said, 'Why can't you go into the Maas & Sobel house or to No. 214 West One Hundred and Ninth street. We protect those places.'"

ARRESTED ON WARRANTS AFTER PAYING.

"Finally he said I could locate where I liked, but to be very careful. I went late No. 223."

"This was on or about Oct. 17, the woman said. The next payment of \$25 was due in two weeks. On the night before the payment was due two strangers called and were admitted. At 5 o'clock in the afternoon of the next day—the day when the second payment should have been made—the men returned. They proved to be policemen Hall and Dwyer, and they had a warrant."

"Hall told me there had been hundreds of letters complaining about me," said the witness. "I told him that couldn't be, because the house was full of people such as I, and I had been there only three weeks. He took me to the station house in the patrol wagon, and there I saw Skelly. Skelly laughed at me."

"The witness began to cry. The big Aldermanic chamber was quiet as a tomb while she struggled to compose herself."

"I didn't speak to him," resumed the witness. "I just looked at him. I knew I had been 'jobbed' by the man to whom I had paid money."

"Mrs. Goode said she was called out by Wolf at the West Sixty-eighth street station. When they left the station house they met Skelly, who got on a car with them. Skelly, she said, told her it would cost her \$100 for bail. She said she wouldn't pay it and Skelly left the car."

"Then Wolf spoke up," said Mrs. Goode. He said: 'Don't tell Skelly you paid me \$25 for bail. You. Those bloodsuckers want everything in sight.'"

SAYS INSPECTOR'S NEPHEW MET HER WITH MALL.

"By this time it appears Mrs. Goode's claim that she had paid protection had reached Inspector Dwyer, and an investigation had been started. She told of meetings with Hall and Policeman Dwyer, a nephew of the inspector, in a saloon, and of a demand by Dwyer that she employ a better lawyer. At about the time she was negotiating with the policeman Mayor Gaynor wrote to Commissioner Waldo a letter calling his attention to the Goode case."

"Mrs. Goode said she was summoned to Inspector Dwyer's office, and he asked her if she knew Skelly. She denied knowing her of not telling the truth. She said Dwyer was being bounded."

"He wouldn't answer me," said the witness. "He wouldn't tell me why I had been picked out of hundreds and hundreds of women of my kind. And a week ago Sunday I saw him in church in Fifty-third street."

"Were you attending a service?"

"I was," answered the woman, breaking down and sobbing.

"Mrs. Goode then told of a meeting of women to talk over the proposition of organizing to get away from the demands for police protection. She wrote to Mrs. O. H. P. Belmont for an appointment, and another woman, Mrs. Palmer, called on Mayor Gaynor day before yesterday."

"Did she tell you what the Mayor said to her?" asked Mr. Buckner.

"He told her that if there were no complaints against her she wouldn't be raided," replied the witness.

"Why did you want to organize?"

"Why, Mr. Buckner, we can't expect anything from the police. We want to be under the control of a vice committee, or a committee of citizens, and not be giving up all the time, and then being jobbed. The day of being afraid to be called a 'squealer' has gone by. They will call me a 'squealer' now, but the limit of endurance has been reached."

PROTECTION MONEY DOESN'T PROTECT NOW.

"Protection money doesn't protect. If an officer gets after you and can't get into your house, he will swear out a warrant. You get a warrant and get your house broken down. Then they throw us into the street and put flat, well-dressed policemen into our houses. If the policeman fancy a piece of tapestry, or anything else, the article promptly disappears. What good does it do us to complain? We are outcasts. They don't believe us. Nobody will believe us."

"How many women leading immoral lives do you think there are in New York?" asked Mr. Buckner.

"I should say about 35,000 in Manhattan," said Mrs. Goode. "I have figured it all out from my knowledge of the station and my acquaintance in my business. I know about how many flats and houses there are and the number of girls they shelter, and how many the immoral 'on the quiet.' I should say there are about 35,000 professionals. This number, I should say, would about take in the girls who work in stores and go to the street at night to get money to live. You know, Mr. Buckner, there are hundreds and hundreds of girls working in the stores for \$4 or \$5 a week."

"At the present time things are in a disturbed state among women. Raids are made and arrests and sentences have got us moving from place to place. There is a big movement uptown. Inspector Dwyer has closed the most noticeable houses, and the women he has driven out are going into flats—'call houses,' they are termed, where arrangements are made by telephone, and which, it seems, cannot be reached by law."

BEYOND MAYOR, COMMISSIONER OR DISTRICT ATTORNEY.

"Can the Mayor or the Police Commissioner or the District Attorney remedy conditions?" asked Mr. Buckner.

"Never," replied the witness. "I speak as one who knows. The more power you give the police, the more they use it for getting money. Put us under control of a committee and let us co-operate. We will report to the committee when girls under age come into our circle of society; we will report the girls who are working on the streets for men, and Mr. Buckner, every one of these girls is a thief. You've investigated this thing all over the country and what have you accomplished? Nothing."

"What's the matter with the police?" asked Mr. Buckner.

"Oh, I don't know," said the woman wearily. "The size of Becker's pocket-book has driven them money mad. When they found out how much Becker had they went crazy. Why ask a woman \$100 for getting her out of a station house unless the lieutenant splits the money with the bondman?"

"In the number of men who conduct houses of ill-repute increasing?" asked Mr. Buckner.

"Happily," was the reply. "They are all foreigners and they are coming up from the east side."

SAYS POLICE BEGGED HER NOT TO TESTIFY.

"After giving her testimony Mrs. Goode said to a reporter for The Evening World:

"I am afraid of my life now that I have told my story, but I have felt all along that the facts should be stated. If Inspector Dwyer was really 'cleaning up,' why did he not come to me and ask me to help him? No, that would have been foreign to police methods as practiced to-day."

"I have suffered the humiliation of being arrested and dragged through the streets in a patrol wagon, on alleged evidence that the police said had been obtained against me the day before. Then I had to suffer arraignment in court, while the very officer whom I had paid for protection appeared against me and laughed in my face as I took a plea at the bar."

"Only the other night the police came to me and pleaded with me not to testify before the committee. They asked me not to mention the name of Skelly, or the others, at any rate. I told them I could not help mentioning Skelly and telling of graft, for without it my story would be untrue."

"I am going to stick to this thing to the last. I will try not to stand in fear of these grafting police. I have an object in life now and that is to try and regulate conditions and make them better or tolerable. We all realize that the social evil must continue and it remains for us of clean and knowledge of those conditions, and who have really a heart for the unfortunate women to rectify things. It is only through us who know that the atmosphere can be changed so as to make the evil as little public and offensive as possible."

When Mr. Buckner was informed that Mrs. Goode had been arrested, and in 1909 the police, he said: "Oh! they will not dare to harm her. She is out of the business for good, anyhow."

DEPUTY DILLON SAYS HE RETRIED CASES, BUT BROKE NO LAW.

Fourth Deputy Commissioner Dillon followed Mrs. Goode on the stand at the Aldermanic inquiry into police conditions to-day. Mr. Buckner questioned him regarding an opinion of the Corporation Counsel to the effect that dismissal by proceeding police officers could not be overruled by police officials following.

Commissioner Dillon reiterated certain patrolmen after receiving the opinion, while others applying for re-

instatement were turned down because of the same opinion.

"I must have been mistaken—that is all," explained the witness.

Q. How did you happen to decide to overrule the Corporation Counsel? A. Probably I didn't give it consideration. I recommended remission of fines in every case where I thought the accused innocent, regardless of action by his predecessor.

Q. How did it happen that the fines against patrolmen held, while commanding officers got their checks? A. I do not know.

Q. Did you call your Commissioner's attention to the fact that the law was being violated? A. I do not recall making any protest. I do not recall anything in the law which was violated now did I overrule the opinion of the Corporation Counsel. I know only that I was ordered to retry a number of cases and I obeyed.

Mr. Buckner asked the Fourth Deputy Commissioner "without witnesses, without testimony and without stenographic attendance. Commissioner Dillon answered that he could not recall the circumstances attending each rehearing. He had searched for written records, he added, but had been unable to find them.

The committee adjourned until tomorrow at 1 o'clock.

STOCK EXPOSURE SHOWS SHARES SOLD MANY TIMES OVER

(Continued from First Page.)

Investment—the rest was speculative?" Undermyer queried.

"Yes," said Scudder.

In September, 1908, he said, 6,333,000 shares of Reading stock were sold, or over six times the amount of the railroad's capital stock.

Scudder explained that every sale recorded was included in his figures so that if a 100-share block was sold ten times it would be recorded as a gross sale of 10,000 shares.

The capital stock of the Reading, such as was subject to sale, was sold on an average over thirty times a year.

"In 1907 and 1908, during periods of great activity, the price of the stock was high and during low activity it was low," he added. "It rose to \$120 to \$170 a share in 1908, and has remained about that since. In September, 1908, the stock ranged up and down 50% position."

Scudder said the highest sales since 1906 in any year were forty-three times the Reading's capital, and the lowest about twenty times the amount of actual stock capital.

The witness then took up statistics in stock transactions of the Erie Railroad for the same periods.

The figures showed that 1,122,000 shares of Erie were listed on the Stock Exchange.

Returning to the Reading figures, Scudder said the brokers' commissions on a year's sales would amount to 7% per cent of the entire par value and about 20 per cent of the par value of Erie. The dealings in Erie being smaller, however.

The figures on United States Steel shares were then produced by Scudder, covering sales from 1904 to date. The Steel shares listed, he said, aggregated 8,540,000 common.

In 1908 the figures showed that 22,475,000 shares were sold and only 6,316,000 transferred on the company's books. The actual transfers reported to date were 25 per cent of the shares sold on 'change.'

Scudder said the preferred stocks were not in investors' hands than the common shares.

Taking up his figures on Amalgamated Copper stock, the witness said that the total capital was 1,523,000 shares until 1910, and is now 1,500,000 shares. In 1901 the market sales were 11,321,000 shares, and in 1902 20,280,128 shares. In January, 1903, the sales were nearly three times the amount of capital stock.

"Since 1902 there has been an average of eight times the capital transferred each year," said the expert. "On March 15, 1907, 2,147,000 shares were sold, or one and a half times the capital stock—and in one day."

Statistics upon Union Pacific Railroad stock were then produced. They include only 1911 and 1912 transactions.

"Under that time," transfers represented about 16 per cent of the sales," said Scudder. "It has been sold over about eleven and a half times a year since 1906, or nineteen times over in 1908, sixteen times in 1907 and 1910; six times in 1909, nine times in 1910; six and three-quarter times in 1911, and four times in 1912."

The inquiry then switched to California Petroleum Company stock. The statistician produced figures showing that 282,750 shares were sold last October, and only 100,275 actually transferred on the books.

In Mexican Oil shares, Scudder said, 205,650 sold the first month, or nearly twice the listed capital stock.

Scudder next gave his figures on Stock Exchange transactions in Brooklyn Rapid Transit stock. The listed shares in 1906 were 460,000, he said, and the highest sales in any one month were 360,000 shares, in January, 1908. In that year the stock was traded in fifteen times over, he testified.

In 1912, Scudder said, the dealings were double the capital. In 1906 the transfers were 8% per cent of the sales.

"It would indicate that the speculative dealings were 90 per cent of all dealings," the witness observed.

"Stock market" statistics were then given. The raised had 800,000 shares of Erie's common stock, and in 1909 the dealings were 4,862,000 shares. Only 1,167,000 shares were actually transferred.

SOPHIE IRENE LOEB TELLS BOARD HOW TO CUT TAXI RATES

Evening World Writer, Who Studied System, Gives Facts at Public Hearing.

HIGH FARES MUST GO. Alderman So Tells Taxi Company's Witness, Put Through Close Examination.

Miss Sophie Irene Loeb of The Evening World, who has studied and investigated the taxicab question abroad and in this city, was the chief speaker to-day at the public hearing before the Special Aldermanic Committee which is to report on new taxicab ordinances, in accordance with the demand of The Evening World for a radical reduction in rates and reform in regulation and inspection.

Miss Loeb took issue with previous speakers on the question of stand privileges. Miss Loeb said she had it from the authority of Mayor Gaynor that if any location is necessary as a private hack stand it is equally necessary as a public stand.

"You members of the Board of Aldermen," she said, "treated the private hack stands and you have the right to abolish them. In London, there are no private stands. But here you permit taxi companies to pay the hotel ten per cent, on receipts for a monopolizing private stand to the detriment of the public. So where are these companies acting as public carriers? They have built up a private hotel clientele and have kept out competition."

"Companies become bankrupt one after another in London and Paris because the system there became perfect. Want we want here are 4,000 cabs instead of 2,000; then we would have a real adequate public service. Remove your private privileges, create a system that will appeal to the public and you will have accomplished what the public demands."

Throughout "Don" Holden and Stern, representing taxi companies, attempted frequently to "bully" Miss Loeb, interrupted her intelligent discourse and attempted by such ungentlemanly tactics to divert her. Miss Loeb was compelled to appeal to Chairman Willard for "protection" from the taxicab legal representatives.

Miss Loeb compared the system in London with that in New York, saying that during two months of investigation abroad she heard of but one complaint lodged against a cabman in the big English city.

She called upon the representatives of the companies to produce their books which, upon examination, Miss Loeb said, would prove that business can easily be conducted with a big profit at lower rates. Miss Loeb also charged companies with the public soliciting of business, when they have caused the statement to be made that business is obtained only through the medium of the private stands.

"They say here they are not making any money," said Miss Loeb. "In Europe all the companies are making money at a rate of sixteen cents a mile, but that was only possible when the government intervened and took command and gave the public a fair deal."

Miss Loeb was heartily applauded throughout by the large number of independent and the fair minded persons present, who urged reform.

"Abolish the private stands, shake up these evasive companies, which are not serving the public, make all stands public stands and you indeed will be serving the public," concluded Miss Loeb.

Representatives of taxicab companies in this city, officers of the Independent Taxicab Owners' Association—which organization is on record as willing to give service to the public at a uniform rate of thirty cents a mile if given stand privileges—members of the Board of Aldermen, officials of the License Bureau—which has jurisdiction over all public conveyances—and a number of persons interested in reform in the taxicab system in this city, were present at the public hearing.

Chaufeur Kenny of the Mason, Seaman Taxicab Company took the side of the companies throughout his testimony. He declared that reduced rates could not prevail, that independently owned cabs would prove a nuisance, inasmuch as "every man with a few hundred dollars would get into the business," and the cost of maintenance was practically prohibitive of reducing rates.

"Wouldn't it be to the advantage of the public if every man with a few hundred dollars did operate a cab?" asked Alderman Meagher.

"No. The Independents are irresponsible," answered the witness.

A roar of laughter greeted the statement. The decision came from the large gathering of Independents, who are willing to file bonds and give a thirty-cent-a-mile rate. They were anxious to go on record, they informed the committee, to the effect that they can give even a better service providing the privileged hotel stands are put out of business.

Alderman Meagher and Hollis forced the witness to testify that he had no knowledge of the "inside workings" of the taxicab companies, was unqualified to speak on the question of rates, abolition of private stands and in fact, the regulation of the entire taxicab traffic.

Alderman Meagher, Marks and Hollis laid stress on the importance of abolishing the private hotel stands, and asked concerning the practicability of allowing taxi companies to take positions at any and all times at hotel and other private stands.

Chairman Willard wanted to know from the witness if, in his judgment and experience, it would not be possible for existing companies to provide a reduced rate, saying: "We propose to have a reduced rate." The witness evaded the question.

Former Assistant District Attorney Henry Under appeared in the interest of the Hotel Knickerbocker, which receives a large annual payment from the taxicab companies for cab stand privileges. Mr. Under questioned the right of the Aldermen to abolish the stand, and added that if Independents were permitted to will to take position their presence would result in confusion to traffic.

Alderman Meagher contended against the argument of Mr. Under that while the Board had no right to create a public hack stand opposite private property, the Board did have the right to prevent the existence of a private stand.

"Don't you think the Knickerbocker people are interested in maintaining a cab stand because of the large revenue it brings?" asked Alderman Meagher.

"Of course," admitted Mr. Under. "We expect to get a benefit from it."

Alderman Marx insisted that 40 per cent of the cab service came not from the guests of the hotel, but from transient public patronage.

A contention came from the lawyers of the taxicab companies, when they told the committee that if the private stands were not prohibited from soliciting passengers fares or return fares after discharging a passenger fares might considerably be reduced.

Alderman Courtlandt Nicol made a telling point when he urged that all hack stands be first abolished and all then designated as private stands to be occupied by any licensed cab. He also urged removing the embargo against all cabs soliciting business on the public streets such as is being practiced in London, Berlin and Paris.

Alderman Nicol also combated the contention of the taxi company's lawyers that the Aldermen did not possess the constitutional right to abolish all stands or to establish or regulate other stands.

have accomplished what the public demands."

Throughout "Don" Holden and Stern, representing taxi companies, attempted frequently to "bully" Miss Loeb, interrupted her intelligent discourse and attempted by such ungentlemanly tactics to divert her. Miss Loeb was compelled to appeal to Chairman Willard for "protection" from the taxicab legal representatives.

Miss Loeb compared the system in London with that in New York, saying that during two months of investigation abroad she heard of but one complaint lodged against a cabman in the big English city.

She called upon the representatives of the companies to produce their books which, upon examination, Miss Loeb said, would prove that business can easily be conducted with a big profit at lower rates. Miss Loeb also charged companies with the public soliciting of business, when they have caused the statement to be made that business is obtained only through the medium of the private stands.

"They say here they are not making any money," said Miss Loeb. "In Europe all the companies are making money at a rate of sixteen cents a mile, but that was only possible when the government intervened and took command and gave the public a fair deal."

Miss Loeb was heartily applauded throughout by the large number of independent and the fair minded persons present, who urged reform.

"Abolish the private stands, shake up these evasive companies, which are not serving the public, make all stands public stands and you indeed will be serving the public," concluded Miss Loeb.

Representatives of taxicab companies in this city, officers of the Independent Taxicab Owners' Association—which organization is on record as willing to give service to the public at a uniform rate of thirty cents a mile if given stand privileges—members of the Board of Aldermen, officials of the License Bureau—which has jurisdiction over all public conveyances—and a number of persons interested in reform in the taxicab system in this city, were present at the public hearing.

Chaufeur Kenny of the Mason, Seaman Taxicab Company took the side of the companies throughout his testimony. He declared that reduced rates could not prevail, that independently owned cabs would prove a nuisance, inasmuch as "every man with a few hundred dollars would get into the business," and the cost of maintenance was practically prohibitive of reducing rates.

"Wouldn't it be to the advantage of the public if every man with a few hundred dollars did operate a cab?" asked Alderman Meagher.

"No. The Independents are irresponsible," answered the witness.

A roar of laughter greeted the statement. The decision came from the large gathering of Independents, who are willing to file bonds and give a thirty-cent-a-mile rate. They were anxious to go on record, they informed the committee, to the effect that they can give even a better service providing the privileged hotel stands are put out of business.

Alderman Meagher and Hollis forced the witness to testify that he had no knowledge of the "inside workings" of the taxicab companies, was unqualified to speak on the question of rates, abolition of private stands and in fact, the regulation of the entire taxicab traffic.

Alderman Meagher, Marks and Hollis laid stress on the importance of abolishing the private hotel stands, and asked concerning the practicability of allowing taxi companies to take positions at any and all times at hotel and other private stands.

Chairman Willard wanted to know from the witness if, in his judgment and experience, it would not be possible for existing companies to provide a reduced rate, saying: "We propose to have a reduced rate." The witness evaded the question.

Former Assistant District Attorney Henry Under appeared in the interest of the Hotel Knickerbocker, which receives a large annual payment from the taxicab companies for cab stand privileges. Mr. Under questioned the right of the Aldermen to abolish the stand, and added that if Independents were permitted to will to take position their presence would result in confusion to traffic.

Alderman Meagher contended against the argument of Mr. Under that while the Board had no right to create a public hack stand opposite private property, the Board did have the right to prevent the existence of a private stand.

"Don't you think the Knickerbocker people are interested in maintaining a cab stand because of the large revenue it brings?" asked Alderman Meagher.

"Of course," admitted Mr. Under. "We expect to get a benefit from it."

Alderman Marx insisted that 40 per cent of the cab service came not from the guests of the hotel, but from transient public patronage.

A contention came from the lawyers of the taxicab companies, when they told the committee that if the private stands were not prohibited from soliciting passengers fares or return fares after discharging a passenger fares might considerably be reduced.

Alderman Courtlandt Nicol made a telling point when he urged that all hack stands be first abolished and all then designated as private stands to be occupied by any licensed cab. He also urged removing the embargo against all cabs soliciting business on the public streets such as is being practiced in London, Berlin and Paris.

Alderman Nicol also combated the contention of the taxi company's lawyers that the Aldermen did not possess the constitutional right to abolish all stands or to establish or regulate other stands.

Throughout "Don" Holden and Stern, representing taxi companies, attempted frequently to "bully" Miss Loeb, interrupted her intelligent discourse and attempted by such ungentlemanly tactics to divert her. Miss Loeb was compelled to appeal to Chairman Willard for "protection" from the taxicab legal representatives.

Miss Loeb compared the system in London with that in New York, saying that during two months of investigation abroad she heard of but one complaint lodged against a cabman in the big English city.

She called upon the representatives of the companies to produce their books which, upon examination, Miss Loeb said, would prove that business can easily be conducted with a big profit at lower rates. Miss Loeb also charged companies with the public soliciting of business, when they have caused the statement to be made that business is obtained only through the medium of the private stands.

"They say here they are not making any money," said Miss Loeb. "In Europe all the companies are making money at a rate of sixteen cents a mile, but that was only possible when the government intervened and took command and gave the public a fair deal."

Miss Loeb was heartily applauded throughout by the large number of independent and the fair minded persons present, who urged reform.

"Abolish the private stands, shake up these evasive companies, which are not serving the public, make all stands public stands and you indeed will be serving the public," concluded Miss Loeb.

have accomplished what the public demands."

Throughout "Don" Holden and Stern, representing taxi companies, attempted frequently to "bully" Miss Loeb, interrupted her intelligent discourse and attempted by such ungentlemanly tactics to divert her. Miss Loeb was compelled to appeal to Chairman Willard for "protection" from the taxicab legal representatives.

Miss Loeb compared the system in London with that in New York, saying that during two months of investigation abroad she heard of but one complaint lodged against a cabman in the big English city.

She called upon the representatives of the companies to produce their books which, upon examination, Miss Loeb said, would prove that business can easily be conducted with a big profit at lower rates. Miss Loeb also charged companies with the public soliciting of business, when they have caused the statement to be made that business is obtained only through the medium of the private stands.

"They say here they are not making any money," said Miss Loeb. "In Europe all the companies are making money at a rate of sixteen cents a mile, but that was only possible when the government intervened and took command and gave the public a fair deal."

Miss Loeb was heartily applauded throughout by the large number of independent and the fair minded persons present, who urged reform.

"Abolish the private stands, shake up these evasive companies, which are not serving the public, make all stands public stands and you indeed will be serving the public," concluded Miss Loeb.

Representatives of taxicab companies in this city, officers of the Independent Taxicab Owners' Association—which organization is on record as willing to give service to the public at a uniform rate of thirty cents a mile if given stand privileges—members of the Board of Aldermen, officials of the License Bureau—which has jurisdiction over all public conveyances—and a number of persons interested in reform in the taxicab system in this city, were present at the public hearing.

Chaufeur Kenny of the Mason, Seaman Taxicab Company took the side of the companies throughout his testimony. He declared that reduced rates could not prevail, that independently owned cabs would prove a nuisance, inasmuch as "every man with a few hundred dollars would get into the business," and the cost of maintenance was practically prohibitive of reducing rates.

"Wouldn't it be to the advantage of the public if every man with a few hundred dollars did operate a cab?" asked Alderman Meagher.

"No. The Independents are irresponsible," answered the witness.

A roar of laughter greeted the statement. The decision came from the large gathering of Independents, who are willing to file bonds and give a thirty-cent-a-mile rate. They were anxious to go on record, they informed the committee, to the effect that they can give even a better service providing the privileged hotel stands are put out of business.

Alderman Meagher and Hollis forced